



The Daylight Observation

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Daylight Division Holds Summer Meet On-Line

By Chuck Harmon, MMR®

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On August 20, 2020 Daylight Division held a virtual meet on-line via Zoom with 16 attendees, give or take a few, including some from outside the Division.

Superintendent Mike O'Brien opened the meeting with a slide presenting the agenda. Old business included discussion about by-laws changes. The by-laws are dated December 12, 1983 and require the positive vote of a majority of the membership plus 1 to make a change. This makes them difficult to change because we can never get that many members to vote. PCR President Chris Palermo has advised that division by-laws are not legally enforceable because we are not a corporation. At the present membership level it would take 55 positive votes to make a change. The discussion did not lead to any conclusion.

The next old business item was payment for a Zoom account. This requires payment with a debit card. The discussion did not lead to any conclusion.

The next Division meeting will be on November 19th.

PCR President Palermo talked about the 2021 National Convention which will open in Santa Clara on July 4, 2021. He noted that there is a presentation on the PCR web site. He then advised us that in-person meetings open us to organizational liability for which we are not insured. He then announced that region-wide virtual meetings for AP credit are coming after January 2021. There will be a new member orientation on November 5 at 7:00 PM.

Bruce Morden announced that he is lining up clinics for both the Sugar Pine Centennial PCR convention and the NMRA National convention in Santa Clara.

Walter Mizuno announced that he is recruiting volunteers to work at the Sugar Pine Centennial PCR Convention. (See the PCR web site for details.)

The meeting was followed by a clinic presentation on making trees by Robert Pethoud. 🌲



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From The Superintendent

By Mike O'Brien, Daylight Division Superintendent

Welcome aboard everyone....

Just wanted to chime in and give some updates since taking the reins as Superintendent.. But first and foremost, I would like to recognize John Houlihan for his Service to the Division. John has decided for personal reasons that it's time for him to step away from the limelight of offering his time to the Division and post his resignation from his current duties. John, like many others, has worn many different hats during his tenure as a NMRA member. So, with that, I would like to tip my hat to John and say THANK YOU for your service to the Division.



Now on with the show:

We have jumped back on track and seem to have resumed with our previous schedule of meetings with the use of ZOOM, as many organizations have done. As of this writing we've had a few meetings using the new format of ZOOM online video virtual meetings. So far I think they have been very successful. I attribute this mainly due to the statistic that we have had on average the same attendance (approximately 18 in attendance) as the in-person meetings we've held in the past. I think that this is becoming the new "norm" for meetings. I feel that it should benefit the division. Here are a few reasons I think it will be successful..

1. The main issue that gets addressed is the traveling aspect of attending meetings, which is and has been a valid concern and a big issue for members. Our division is spread out over a very large area and it does create issues for getting members to attend meetings. The ZOOM meeting addresses that straight on and allows all members to attend the meeting without the worry or inconvenience of a having to drive long distances. This saves gas, fits into members schedules easier and follows social distancing guidelines, just to mention a few.

2. My approach is to have the meeting follow a more interactive style, less of the redundant talking points we've discussed in past meetings, more member interaction, presentations, mini clinics, preparing for the upcoming convention in 2021. I feel that as we learn to present meetings online we can keep members interested in the hobby. A few examples: members can use the online meeting to possibly show off their layouts from the convenience of their own home. Or to possibly give a presentation of some hobby interest easily thru magic of online clinics. National is doing this with their conventions as a backup venue, if and when their

Continued on Page 3

Division Super (Cont.)

events, venues and hotels are being shut down due to C-19 issues.


Next on the list of thoughts, I would like to address all members directly concerning their responsibility to be more active within the Division. Currently we have approximately 12 executive type positions to manage the Division: Superintendent, Clerk-Paymaster, Director, Newsletter Editor, Contest Chair, Clinics Chair, AP Manager, Parliamentarian, Industry Liaison, Member Aid Chair, Membership Chair, Webmaster.

As it stands we have seven members holding multiple assignments out of the 12. Some positions have been combined others are vacant. This really isn't good practice to operate efficiently, especially with a

membership of 103 members (give or take a few). We should be able to fill all assignments with individual personnel, so the same members aren't wearing multiple hats to keep this division running. The jobs aren't difficult and I'm sure with all the talented people we have there's those that could easily take on the challenge to help and share their valuable expertise. With that, I would like to send out a request to all members to consider jumping in and get your feet wet by asking to help out. We have our last quarterly meeting coming up in November. This would be a good time to volunteer your services for the upcoming year.

One important committee will be starting up to update our bylaws. This has been put on the back burner for too long and it seriously needs to be addressed.. So I will be asking for members to step up to join in the process to update the bylaws.

One last item which is very important is that each one of us need to help promote the hobby to our younger crowd. Suggestions and ideas are welcome to bring younger people into model railroading. One easy one that could be accomplished by coordinating with various schools to share your experiences, such as helping develop online presentations, layout tours to show off what can be accomplished in this hobby. Just about all kids have a cell phone, notepad or some device that they have access to. Having access to ZOOM is a great way to spread our knowledge around.

Cordially, Mike O'Brien 

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Daylight Membership by County

| County | #Members |
|-----------------|----------|
| San Luis Obispo | 27 |
| Kern | 23 |
| Fresno | 21 |
| Santa Barbara | 17 |
| Tulare | 12 |
| Madera | 3 |
| Merced | 3 |
| Mariposa | 2 |
| Total Members | 108 |

From Our Director

By Ed Merrin, Daylight Division Director

Well, it looks like we will all be conducting our activities under unusual circumstances a little longer than originally planned. The latest word from “PCR Headquarters” is that the next Board of Directors meeting, planned to take place November 7th in Fresno at the Wyndham Garden Hotel will instead be a virtual event on Zoom. To add a little flavor to the mix, the committee putting together the NMRA National in Santa Clara next summer is considering developing a backup virtual program just in case. We certainly hope that won't be necessary – we have our own mini-convention that arrives before then. Cross fingers.



Fortunately, while we wait for all this drama to run its course we are still able to enjoy model railroading. As mere mortals, we have limited control over what and when things are happening, but we can roll with the punches a little and continue on.

To the rescue comes, of all things, the internet. Or, to be more specific, internet video conferencing. This stuff has actually been around for some time in one form or another, but I certainly wasn't paying much attention to it. Now, with Zoom leading the way (although there are other players), we get to have fun pretending we are actual video hosts, designing programs for broadcast.

It didn't take long for things to happen. The NMRA has been presenting clinics and other program materials through Facebook and the Operations SIG has been presenting Saturday afternoon Zoom tours with layout owners discussing their operating schemes, usually with a combination of slide shows and live views of the layout itself. On a more local level the PCR Coast Division has been having Saturday morning Zoom meets with members giving clinics and/or showing off their latest projects. Our own Division is planning to conduct the next Division meet on November 19th as a Zoom conference; the RED is planning something similar, although the date has not apparently been set as of this writing.

But all of this doesn't have to be so formal. A great example is right here in Daylight Division. A relatively small group of modelers has been meeting informally for years at Chuck Harmon's place in Fresno to work on his rather large, impressive operating layout. I'm told that the ritual meetings included consumption of ice cream, popcorn, and who knows what else. But what to do when a pandemic arrives?

Simple. Just have everyone gather on Zoom! With Bob Sexton as the Zoom host they haven't skipped a beat. And they have generously shared the meeting link with modelers like myself who live a bit too far to ramble on over to Fresno on Tuesday nights. In fact, members from “the Coast” have been dropping in as well as the PCR President. Using combinations of slides, photos, videos, and just plain holding models up to the camera there has been an incredible interchange of ideas and experiences. If you haven't checked in, contact Bob and get the link if you don't already have it.

I was inspired to do something similar up here in Sonoma County. For about twenty years I have been involved with the Highballers, a round robin focused mostly on operating layouts on a rotational basis. But we have not gotten together in person since our last operating session at my place last March. So I started a weekly Zoom on the same evening as we had our in person gatherings. After about four sessions it has been a great success, with about a dozen participants each time.

Talk about cross fertilization. At a couple of those “Tuesday Train” sessions hosted by Bob and Chuck, both Bruce Morden and Mark Simonian discussed using an inexpensive “spy” video camera and fitted it out to take videos from a car being pushed around their layouts. I brought that up at one of my events, even showing how I was going to mount it one the front of a Jordon spreader to make my own videos. Well, I haven't done that yet but Highballer Gus Campagna got the bug, set one up on a flatcar, and made a ride

Director (Cont.)

the rails video on his expansive and impressive rendition of the California Western. He's posted it on YouTube for all to see.

As we get more into using this technology we may find that even when things are back to "normal" there may be a place for it. It's one way to overcome the problems we have getting people together when they are far spread out geographically. I know this is a big problem in Daylight Division, but it is an issue in the other Divisions as well.

These Zoom meetings do have some drawbacks. Like anything else, there is a learning curve involved. And you have to have a computer, smart phone, or tablet as well as

an internet connection. If you want to participate actively you need some kind of camera, whether the kind built into your computer/phone/tablet, or a separate webcam. And of course, you need to learn to use all that stuff. But it's not as hard as it might seem, and everyone's happy to help.

Another problem is that some members don't have this kind of stuff and either can't acquire it or just aren't interested. Perhaps some of them would respond to a reach out.

Finally, if anyone is interested in checking out "Tuesday Trains" contact Bob Sexton. And the Highballer Zoom is open to all as well; just let me know.

Till next time 🚂

Dougie's Layout Odyssey Still Crazy After All These Years

By Doug Wagner, Membership Chairman
Photos by the author

The lesson for today concerns Sir Isaac Newton's first law of physics, which states, in part, "*that Inertia is the tendency of a body in motion to remain in motion.*" But more about that, later (yeah, I know—I can't wait, either).

I figured for this month's article, I would throw out the 'Normal' Membership article and try something else. I mean, how many times can I ask for your emails, for cryin' out loud? Heh, I thought I would have received a few "harrumphs" for that announcement, but quoting this country's greatest state governor, ever, Governor Lepetomane, "*I didn't get a 'harrumph' out of that guy!*" (Mel Brooks fans will get it).

Anyhoo, it has been a while since I wrote anything concerning my N scale home layout. The simple fact for that is I have not done anything to it—until recently. Oh, I had piddled around with it the last 3 years since the PCR 2017 Bakersfield Convention, but nothing serious. In fact, I did not complete installing all the track work until June of 2019. I was mostly maintaining my huge inventory of locos and rolling stock to the point that it

became a full-time job (and I know I'm the ONLY one who has that problem), and no work was being accomplished on my layout, even though I had a fully functioning layout with all the track in, all turnouts operational and DCC system working. My layout, unfortunately, had become a test rack for my locos and rolling stock.

Then along came March 2020, and as you all well know, the "Stuff" hit the fan. Seems like **EVERYTHING** shut down. Me being the civic-minded citizen that I am(?), I figured it was my civic duty to give the experts the 2 months of quarantining that they were suggesting, to 'flatten' the curve. Besides, my wife being a schoolteacher, and herself having to educate via the Internet, 2 people can spend only so much time in close proximity to each other (your mileage may vary on that one). And with my wife's asthma, which put her smack on the Covid-19 'hit list', I promised her that I would not step foot inside the Golden Empire Historical and Modeling Society's clubhouse, chancing bringing something home, also, for the next 2 months. So, with that all that 'extra' time on my hands, what was I to do? Heh, I know, instead of putting in all that time that would have normally gone to working on the GEHAMS N scale layout, I can now get

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Doug's Odessa (Cont.)

myself back to working on my home layout. What a concept! One of the many excuses that I was using for not working on my home layout, was that after putting in a full-day—on every Saturday—working on the club's layout, I did not even want to see anything concerning model railroading!

Well, with my wife's virtual educating her students—using ZOOM—and with all these postings from the other NMRA Division's that they were hosting ZOOM meeting clinics, all I knew concerning ZOOM, was how to spell it. You folks know me—I can send out a whole lot of emails, but when it came to social media, I did not want to get involved. First off, you have to be 'social', which I ain't! Well, one day, fellow Daylight Division member, Robert Sexton of Fresno, sent me an invite to join other model

railroaders in a ZOOM meeting to discuss anything model railroading. Seems the model railroaders, in Fresno, met every Tuesday evening at another modeler's home to help

work on trains, layouts, or whatever model railroading. Well, when March came around, that came to a temporary halt. Thus, the ZOOM meetings from Fresno, began. So, here I was, sitting in on my very first ZOOM, using my headphones that I have not used since 2017, on the Skype meetings we used for the 2017 PCR Bakersfield Convention. So, during the ZOOM meeting, everyone else is showing off all their neat stuff and layouts. When it got to my turn, what did I have to show—a 12-foot workbench strewn with locomotive and rolling stock parts. And what I did not have room for on my work bench, I had thrown up on top of the layout! Talk about embarrassing!

So, upon conclusion of the ZOOM meeting that evening, I figured I had one week to change things around. Now I was motivated!

I started taking triage on my rolling stock and locos and organized the parts to create a bone yard of parts. I mean, I am modeling Santa Fe on the Porterville-Orosi Branch, in the late 1940's to early 1950's, so what was I doing spending so much time on a SOO Bandit GP40 that was giving me fits? In the boneyard it went! Now, I had cleaned up my workspace and it was on to the next step—a layout I had essentially not done anything to in a year! Since I have been researching operations and wanted to get some scenery on the layout, I started with my best operational and scenery candidate on the layout—the City of Porterville. I know I'm working backwards—starting with the most difficult project—as Porterville is my biggest conglomeration of structures and streets and/or roads, but that is what I enjoy most about model railroads—constructing structure kits. And since I had been accumulating kits for 33 years, it was time to pull them off the shelves, and get to work putting these kits together, to finally construct that quaint little town that I have always wanted, with a local rumbling through, and switching out the local industries. I have posted some of my progress with a couple of photos, with this article. Porterville is not anywhere near finished—by any stretch of the imagination—but I am **FINALLY** making progress. I will keep you folks informed by having an article on my layout every quarter in the *Observation*. And



Here is a bird's eye view of the area Doug is constructing.



As the camera moves in a little closer you can see that Doug has printed out a plot plan for future buildings.

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Doug's Odessa (Cont.)

come to think about it, I can't be the only person constructing a layout in the Daylight Division, am I? So come on, that's see some photos of your layout—either complete or under construction. Just contact *Observation* editor, Chuck Harmon, and he'll get you all lined out on submitting stuff to him, concerning your layout. We **DO** want to see your layout!

Oh, and about that lesson for today, you can also add 'motivated.' First off, I got motivated by sitting in and chatting with other model railroaders and now I set goals each week—between ZOOM meetings—to get



Looking to the right you can see Doug's passenger depot and water tower.

Daylight Division Membership Gauge

- September 30, 2019—109
- October 31, 2019—109
- November 30, 2019—109
- December 31, 2019—108
- January 31, 2020—105
- February 29, 2020—105
- March 31, 2020—104
- April 30, 2020—104
- May 31, 2020—103
- June 30, 2020—104
- July 31, 2020—107
- August 31, 2020—108

things accomplished on the layout. Currently it is Porterville that is getting all my attention. I am also setting up operations, but that will be a whole different article. So, get in and chat with fellow model railroaders, as you have a wealth of information that you can draw on. After all, that's why a lot of us joined the NMRA! And as far as today's lesson concerning Sir Isaac Newton's law of physics, get some inertia going concerning your modeling, as once you get moving on it—it's hard to stop!

Until next time, may all your signals be green, and all your trains be on schedule!



The central scene is this row of commercial storefronts.



Zooming in on the stores shows Doug's petite signage.



Further to the right are the freight depot and the Sunkist packing plant.

What Era to Model? By Robert Pethoud, Member Aid

Regardless of the calendar on my kitchen wall, it's always 1950 in my train room. I chose this time period simply because I wanted to be able to logically run both late steam engines and early diesels together. But I later discovered that this was a particularly felicitous choice for reasons that didn't initially occur to me.

There is, of course, a downside. By halting the march of history halfway through the twentieth century, I can't reasonably include on my layout any structures or rolling stock more modern than that. I spend more time looking for old buildings and preserved antique railroad equipment than photographing the contemporary scene. But there is also a huge upside.

By setting my model railroad shortly after World War II, I get to feature steam locomotives, from elderly slide-valve Moguls (2-6-0s) to superheated Northern's (4-8-4s) at the apex of their development. Working alongside them can be first generation diesels, including early road switchers, and a given operating session can involve only steam, only diesel, or an eclectic combination of the two.

I have an addiction to freight cars, and 1950 seems to be a golden age for these transport devices.

Wood-sheathed boxcars and reefers shared the rails with all-steel and composite cars of all types. And these cars were decorated in myriad liveries: the 1953 Official Railway Equipment Register lists over 1,000 different U. S. freight car owners, if we combine the

281 listed railroads with the 728 recorded private owners. The time period is late enough that covered hoppers had entered the scene, yet early enough that stock cars and ice block refrigerator cars had not exited. And bringing up the rear of each train is a caboose.

A huge benefit to modelers of this era, contrasted with later time periods, is that freight cars averaged only about 40 feet in length. Many hoppers and tank cars measured closer to 30 feet long, and there was still a sizable number of 36-foot boxcars plying the rails. Perhaps the most appearance-damaging compromise we modelers make is in curve radius. In HO, for example, we make do with a 36"-radius curve to handle cars up to 85 scale feet long (NMRA RP 11), while to scale a typical Class 1 mainline radius would be 144 inches—twelve feet—or more. Wheeling around our ridiculously sharp curves, shorter cars look a whole lot less toy-like.

Moving our modeling era back before Amtrak allows us to operate railroad-specific passenger and mail trains, and who doesn't like to see those, in their distinctive color schemes? Moreover, early diesel paint schemes were often more esthetically pleasing than later, simplified designs. Compare the famous SP black widow red, orange, silver, and black to the later red and gray "bloody nose" version, sometimes dismissed as a "bloody shame." A 1950 setting allows us to display interesting features such as semaphore signals, wig-wag grade crossing guards, and—even if you choose to run all diesels—still-standing water tanks, turntables, and roundhouses.

Best of all, adopting a mid-twentieth century time period complicates our operating sessions in ways that would give modern railroaders nightmares, but which provide welcome challenges to model operators:

- Caboose require extra switching when assembling, blocking, breaking up trains and when making setouts and pick-ups at industries
- Stock cars require extra stops for resting the animals and cleaning the cars; ice block reefers need to be pre-iced before loading, then iced and re-iced en route after loading




Continued on Page 7

Era (Cont.)

- Passenger and mail traffic were normally prioritized and interfered with the railroad management's desire to move the more lucrative freight over the road
- Timetable and train order operation was still very common, adding justification for dispatchers to dictate orders and train crews to understand and follow them
- Before railroads were able to lengthen their sidings after WW II, longer train consists resulted in many non-clearing trains, which require saw-by and double-saw meets and passes

If we get such esthetic and operational benefits from looking back about seven decades, what would happen if we went even

further back? Unfortunately, as we move backward from 1950, diesel models disappear one by one, then steam locomotives become gradually more primitive. The operational advantages listed above continue to apply, though, and if you have a particular fondness for an era such as the 1920s or the 1890s, you can create a very appealing model railroad in that setting. Of course, if you have an attachment to any time from 1950 to now, you can construct an attractive layout depicting that era which is also fun to operate prototypically. Just consider some of the advantages offered by the so-called "transition era," which to me represents a sweet spot in the history of railroading.

Until next time, you can reach me with comments and/or questions at pethoud@comcast.net 

Achievement Program Master Builder – Prototype Models

By Dave Grenier, AP Chairman

In this installment, we will review the requirements for the Master Builder – Prototype Models certificate, the third and final category in the "Railroad Setting" area. This category is the newest in the Achievement Program, being added in 1987. It is also the category that many consider to be the most challenging. It goes beyond the [Master Builder – Scenery](#) certificate reviewed in the previous article and evaluates how well you create a specific prototype scene.

The full requirements for this category are available on the NMRA website at

www.nmra.org/prototype-models.

You can also get a copy of the requirements by contacting me, either by phone, e-mail, or letter.

To qualify for this certificate, you must construct an animated or static model of a prototype scene containing at least six models of prototype equipment or structures.

Unlike the [Master Builder – Scenery](#)

category, there is no minimum size requirement for your prototype scene. It only needs to be big enough to adequately display the required models and give the overall effect of the intended scene.

At least four different types of models must be represented: (1) Rolling stock; (2) Railroad structure; (3) Caboose or passenger car; (4) Motive power.

Two of the models must be with four different types of models represented and the remainder. Refer to the [NMRA website](#) for the definition of these terms.

The prototype scene, with the six models in it, must earn a Merit Award with a minimum score of 87½ points. This does not mean the individual models must win a Merit Award individually. It means that the whole scene, with the models in place, is judged using the following Prototype Models criteria:

- Terrain (35 points)** – The ground and all natural features such as rocks, water, trees, hills, and depressions, as well as manmade features such as railroad roadbed, cuts, fills drainage ditches, embankments, streets and roads, etc. Also remember different types of vegetation and the effects of



Prototype Models (Cont.)

weather, animals, and humans. Remember the details on streets and roads, whether in urban or rural areas: sewers / storm drains, manhole covers, shoulders, drainage ditches, cracks, patches, road wear marks, oil stains, and tire ruts in dirt roads. Look at the photograph(s) that you are working from, and notice the details there, then work to recreate them. If your model includes areas which are not included in the photographs, make sure to carry the same level and type of detail throughout.

- b) **Structures (35 points)** – Structures are considered from the standpoint of prototypical suitability, placement, and appearance as scenic effects – not as construction, which is covered under [Master Builder – Structures](#). This includes bridges, trestles, culverts, buildings and all other type of structures, track, and right-of-way features such as turnout controls, signaling structures, crossing gates and shanties, turntables, and other service structures, etc.
- c) **Background (15 points)** – Treatment of the wall, backdrop, and/or ceiling to realistically depict depth, distance, horizon, and sky. This doesn't mean you have to have a photographic quality background. Your background should continue the "illusion of reality" that you are trying to create with your scenery. Make sure that the background matches the scenery, and the transition where the two of them meet is smooth and/or hidden. Skyboards behind the model are a good way to control the background.
- d) **Lighting (15 points)** – illumination effects from three aspects: 1) Railroad cars, signals, etc. 2) Buildings, streets,

and roads, etc. 3) Overall lighting effects – day and/or night. An entirely daylight scene is acceptable.

- e) **Realism/Conformity (35 points)** – General overall impression that the scene is a believable, miniature representation of a prototype railroad.

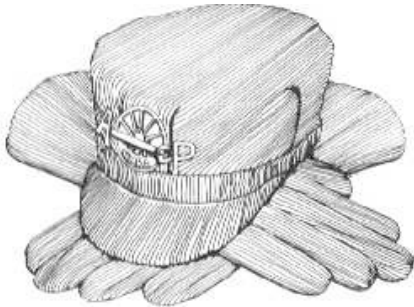
If you wish, either before or after their inclusion in a Prototype Model scene, you may also use the models as some of your qualifying models for other AP categories, such as Motive Power, Cars, Structures, and Scenery. None of this will affect, or be affected by, their use in a Prototype Models scene. Think of this as a "two-fer" and a very nice return on your modeling time investment.

Note that in this category, simply having the scene receive 87½ points in an NMRA-sponsored contest in the "Modules" or "Displays" class will not qualify it for the Prototype Models category. It must be judged according to the above criteria. However, if there is time, you may ask the contest coordinator or AP Manager to have the module judged according to the Prototype Models standards. It is suggested that you do this beforehand.

In addition to the models, you will need the usual paperwork describing what you did. Prepare a written description, along with photographs (or a video tape presentation), documented evidence and/or maps, which will verify the actual prototype scene used as the basis for the modeled scene. You need to describe, using photos and text, how your model scene has duplicated the prototype scene. Include a description of the intended setting of the model scene, including the scenic details and any towns or cities used to achieve the desired effect.

If possible, take photos of your model from the same angle as the photos you have of the prototype. This way you can have side-by-side photos showing how faithfully your model recreates the prototype. If you have created your own plans, which you most likely will have to do, also include them along with a

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Prototype Models (Cont.)

description of how you developed them. This is one category in which you cannot have too much documentation!

Between the pictures and the paperwork, you will end up with a package of 15 to 45 pages. The minimum being:

[SOQ – Master Builder – Prototype Models](#)

- One signed [Merit Evaluation Form](#)
- One copy of the Merit Award
- One prototype picture
- One map or text (evidence)
- One model scene picture
- Six required model pictures
- Two pages of description of materials and methods of the scene and models
- Photocopy of NMRA membership card

Make copies of everything in case something gets lost en route in processing your package.

Once you have satisfied all of the requirements, submit a completed [Statement of Qualifications \(SOQ\) Form](#), which includes the required supporting descriptions and

photos, the signed [Achievement Program Master Builder Prototype Models Evaluation Form](#), and a **photocopy of your NMRA membership card** to the Daylight Division AP Chairman, and you are on your way towards another AP certificate!

For more insight and photos of what is involved in earning this certificate, look at the *Scale Rails*, June 2008 issue, starting on page 10. There you will find an article describing the personal experiences of Peter Magoun, MMR #396, when he earned his Master Builder – Prototype Model certificate. Also refer to the articles "[Master Builder - Prototype models](#)" NMRA Bulletin, March 1991, and "[Prototype Modeler...Getting Judged](#)" NMRA Bulletin, April 1991.

If you are interested in learning more about the Achievement Program or Golden Spike Award, contact me for more details. My phone number and e-mail address are in this issue of the *Daylight Observation* and on the Daylight Division website at:

<http://www.pcrnmra.org/daylight/callboard.htm>

Next installment: Model Railroad Engineer – Civil



Remember the National Convention is coming to Santa Clara July 4 to 11, 2021. For details and registration see the NMRA web site, <https://nmra.org/conventions/nmra-2021-santa-clara>

| Welcome Aboard ! | | |
|---|-------------------|-------------|
| Daylight Division's Newest Members | | |
| Member | City/Sate | Date Joined |
| Ted Staff | Tehachapi CA | 6/8/2020 |
| Ed McCue | Visalia Grande CA | 6/17/2020 |

Sugar Pine Centennial

by John Houlihan, Convention chairman

August 17, 2020 Zoom Meeting

All committee members reported on the progress made on the areas of their activity. The hotel will accommodate us with special rates starting Wednesday through Sunday. Membership packets were discussed including possible items from Sun Maid Raisin. If any members have a special relationship with any company that would contribute helpful items for the goodie bag, please let me know what can be donated. I need a volunteer to take over arranging non-rail activities for those attendees wanting more than just railroad activities. My daughter has



been looking into thing to do in Fresno, but has no convention experience.

A revised budget will be prepared next month to reflect speakers cost and any other expenses that need to be addressed. 🚂



“Meets” like this are common on the Hillcrest & Wahtoke during holiday operations.

Photo by Chuck Harmon

Sugar Pine Central Convention Plans Progressing

by Chuck Harmon, Convention Publicity Chairman.

At a recent 2021 PCR convention committee meeting bonus drawings for outside tour registrants were finalized, the banquet keynote speaker was announced, a list of planned clinics was presented and Non-rail activities were discussed. Several volunteer positions still need to be filled.

The Sugar Pine Centennial Convention is now offering a bonus for registrants who sign up for either the Hillcrest and Wahtoke or the Yosemite Mt. Sugar Pine Railroad excursion. Anyone who registers by December 31, 2020 and signs up for the Hillcrest and Wahtoke Railroad tour will be entered in a drawing to get to operate the steam locomotive (under the supervision of one of the railroad’s engineers.) Those who register by December 31, 2020 and sign up for the Yosemite Mt. Sugar Pine Railroad tour will be entered in a drawing for one of two cab rides in the Shay locomotive. An additional benefit for beating the December 31st deadline is that the “early Bird” registration fee of \$80 expires then and goes up to \$85.00.

The Hillcrest and Wahtoke Railroad tour will take place on Wednesday, April 21st, the day before the start of the convention. The Hillcrest and Wahtoke Railroad is located near Reedley, about a half-hour drive from the hotel. Participants will need to provide their own transportation to the railroad. Dinner is included with the \$35.00 extra fare. Besides a train ride, there will be a tour of the Hillcrest shops, well-known for its restoration of Disneyland Railroad equipment.

The Yosemite Mt. Sugar Pine Railroad tour will be held on Thursday, April 22nd. A bus will pick up participants at the hotel and return in the evening. The \$95.00 extra fare includes the bus trip, train ride and dinner. This event is limited to 40 people, so get your registration in early. The railroad is located

Continued on Page 13

Plans (Cont.)

near Fishcamp in the Sierra Nevada. Participants are to take the bus rather than drive.

The keynote speaker at the banquet will be Mike Osborn, who has served as a switchman and conductor on the Southern Pacific, then on the Union Pacific, in Southern California. Mike was scheduled to speak at one of the recently cancelled railroad conventions and has agreed to bring his fascinating experiences of “workin’ on the railroad” to our banquet on Saturday night, April 25th.

Clinic chairman Bruce Morden presented a list of current clinics. Bob Chaparro plans to present multiple clinics on layout and rolling stock detailing, and citrus operations. Robert Pethoud will cover the basics of steam locomotives and the construction and operation of a portable switching layout. Jeff Johnson’s two presentations will cover modeling the Sugar Pine Lumber Company and Minerets & Western Railway, and scratchbuilding /

kitbashing when modeling a little-known prototype. Doug Wagner will give a presentation on the Sunset Railway. Bruce Morden’s presentations will cover tree modeling and the use of Sanborn Maps for layout design. Seth Neumann will gather SIG members for a roundtable discussion.

Non-rail activities will include participation in the Arts and Crafts contest, as well as other categories, a luncheon, the non-rail hospitality room and a shopping tour. The convention committee is hoping that someone will volunteer to coordinate these activities.

If you wish to participate as a volunteer at the convention, contact Walter Mizuno via the convention website, <http://www.pcrnmra.org/conv2021/>

The Sugar Pine Centennial 2021 PCR Convention hotel is the Wyndham Garden Fresno Yosemite Airport, 5090 East Clinton Way, Fresno, conveniently located adjacent to the Fresno Yosemite International Airport. This facility offers modern comfortable accommodations and complete convention services under one roof. 🚗

In Memoriam

| Member | City | Joined PCR |
|--------------|--------------|------------|
| William Lunt | SantaBarbara | 5/21/2001 |

Observation Schedule

| <u>Issue</u> | <u>Articles due</u> |
|----------------------|---------------------|
| Winter (Jan-Feb-Mar) | Dec. 10 |
| Spring (Apr-May-Jun) | Mar. 10 |
| Summer (Jul-Aug-Sep) | Jun. 10 |
| Fall (Oct-Nov-Dec) | Sep. 10 |



Recent construction activity on the Hillcrest & Wahtoke RR saw the erection of a trestle across Wahtoke Creek.

Photo by Darryl Harmon



Sugar Pine Centennial 2021

PCR/NMRA 2021 Convention
 Hosted by the Daylight Division
 Wyndham Garden
 Fresno Yosemite Airport
 5090 East Clinton Way, Fresno, CA
 April 22—24, 2021

RETURN FORM AND PAYMENT TO:

NMRA / PCR
 c/o Doug Wagner
 14008 Tierra Blanca Ave
 Bakersfield, CA 93314

E-mail: SPC2021registrar@pcrnmra.org
 Website: <http://www.pcrnmra.org/conv2021>
 Visit website to pay with PayPal or credit card

Please Print

Registration Form

| | | | | | | |
|--|--|--|------|---------------------------------|-----------|-------|
| Last Name | | First Name | | Name for Badge | | |
| Address | | | City | | State | |
| | | | | | Zip Code | |
| Home Phone | | E-mail Address | | | NMRA # | |
| Registration Type (Please check one) | | | | NMRA Region (if other than PCR) | | |
| <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail or Spouse <input type="checkbox"/> Youth <input type="checkbox"/> Child <input type="checkbox"/> Day | | | | | | |
| Available to Volunteer on <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: | | | | | | |
| I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/> | | | | | | |
| Primary Scales and Interests | | <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: | | | | |
| What railroad(s) do you model? | | | | | | |
| ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1) | | | | | | |
| Last Name | | First Name | | Name for Badge | | |
| Registration Type (Please check one) | | | | NMRA # | | |
| <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail or Spouse <input type="checkbox"/> Youth <input type="checkbox"/> Child <input type="checkbox"/> Day | | | | | | |
| Available to Volunteer on <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: | | | | | | |
| I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/> | | | | | | |
| Primary Scales and Interests | | <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: | | | | |
| What railroad(s) do you model? | | | | | | |
| All Fares - except Day Fare - include clinics, layout tours and Saturday Banquet | | | | | | |
| FARES: Please fill in QTY and Total | | | | QTY | Unit Cost | Total |
| Early Bird Registration (Ends 12:00 AM - at midnight - 12/31/2020) | | | | | 80.00 | |
| Full Fare Registration (Begins 12:00:01 AM - 1 second after midnight - 01/01/2021) | | | | | 85.00 | |
| Non Rail or Spouse Registration (may be modeler) | | | | | 65.00 | |
| Youth Registration (12 - 18 years. Must be accompanied by an adult) | | | | | 65.00 | |
| Child Registration (Under 12 years. Must be accompanied by an adult) | | | | | 30.00 | |
| Day Fare (No Banquet) <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat (\$30.00 for each day) | | | | | 30.00 | |
| Saturday Banquet Only | | | | | 30.00 | |
| Polo Shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL | | | | | TBD | |
| Polo Shirt <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL | | | | | TBD | |
| Sugar Pine Railroad Excursion | | | | | TBD | |
| Hillcrest Railroad Excursion | | | | | TBD | |
| Convention Car--HO scale Sugar Pine RR log car | | | | | TBD | |
| Join the NMRA | | | | | | |
| 9 month Rail Pass(allowed one time only) | | | | | 20.00 | |
| Full NMRA membership (includes monthly magazine) | | | | | 78.00 | |
| Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash [Use website for credit card] | | | | | TOTAL: | |
| ** Make Checks Payable to: "PCR / NMRA" No Refunds After March 30, 2021 | | | | | | |

CANCELED - 7/14/20 • October 2 – 4, 2020 - Central Coast Railroad Festival, San Luis Obispo and Northern Santa Barbara Counties, CA.

CANCELED • October 17 & 18, 2020 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society

UPDATED - 7/28/20 • October 18, 2020 - 10:00 am to 4:00 pm, Fall Train Show 2020 and Swap Meet, Black Diamond Lines Model Railroad Club, 425 Fulton Shipyard Rd, Antioch, CA. FREE Admission. We welcome visitors but masks are required for entry to the club and social distancing will be enforced. We have transitioned to a fully DCC system to run our layout. Come check us out and see the new way we are operating model trains. Info: info@blackdiamondlines.com, Phone: (925) 779-1964.

CANCELED • October 30, 2020 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

November 5, 2020, 7:00 PM • PCR New Member Orientation, via the Zoom platform. PCR's officers provide a 20-minute presentation on PCR history, structure, key members and contacts, communications channels, and publications. Informal, Q&A welcome. Great for new members or people re-entering the hobby. Zoom link TBD.

November 19, 2020 - 7:00 pm PDT, Daylight Division Fall Meet, via Zoom. Zoom Meeting ID and passcode will be emailed to Daylight members at a later date. If we do not have your email address, please email Doug Wagner, Daylight Membership Chair, to receive meeting notifications. Non-members of NMRA are welcome to attend this event. Non-members who attend three (3) events in their lifetime are cordially requested, as a courtesy to others, to apply for membership in NMRA as a condition for attending a fourth event. Join NMRA Online Now See the Daylight Division website for more information.

CANCELED • November 20 – 22, 2020 - Friday: 8:00 pm to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Show, Walnut Creek Model Railroad Society.

CANCELED • November 27 – 29, 2020 - Friday: 2:00 pm to 10:00 pm, Saturday & Sunday: 11:00 am to 6:00 pm, Holiday Show, Walnut Creek Model Railroad Society.

CANCELED • December 6, 2020 - 9:00 am to 5:00 pm, Coast Division Meet.

CANCELED • December 12 & 13, 2020 - 10:00 am to 4:00 pm, Model Railroad Open House, Carquinez Model Railroad Society.

CANCELED • December 27, 2020 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society.

Continued on Page 16

2021 EVENTS

January 16 – 17, 2021 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP • Phone: (925) 937-1888

January 29, 2021 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

LDSIG logo January 29, 30, & 31, 2021 – Bay Area Layout Design & Operations Weekend, Sponsored by Pacific Coast Region-NMRA and Layout Design SIG. Mountain View Community Center, 201 S. Rengstorff Avenue, Mountain View, CA

February 26, 2021 - 8:00 pm to 10:00 pm, Monthly Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA.

March 20 – 21, 2021 - 11:00 am to 6:00 pm, Weekend Model Train Show, Walnut Creek Model Railroad Society, in Larkey Park, 2751 Buena Vista Ave, Walnut Creek, CA. • MAP • Phone: (925) 937-1888 🚂



Daylight Observation
1644 E. Goshen Ave.
Fresno, CA 93720-2756

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